



Transportation Commission

September 16, 2015



COMMISSION MINUTES: JULY 2015 MEETING

Agenda Item #1



UPDATES TO RECEIVE

Agenda Item #2



COMMISSION UPDATES

Agenda Item #3



OTHER BUSINESS

Agenda Item #4



HOUSE BILL 2 GRANT APPLICATIONS

Agenda Item #5



House Bill Two Background

- Application period opened August 2015
- Applications due September 30, 2015
- Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) to select projects
- Commonwealth Transportation Board final approval, July 2016
- Funding for FY 2017 through FY 2022:
 - \$500 million for high priority projects statewide
 - \$100 million for Northern Virginia District

DRPT and VDOT Project Scoring

- Congestion mitigation is the highest weighted factor

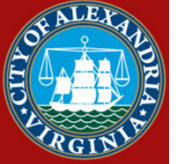
Factor	Weight
Congestion mitigation	45%
Land use	20%
Accessibility	15%
Environmental quality	10%
Economic development	5%
Safety	5%

Project 1: DASH Technology

- \$1,829,000:
 - DASH smart yard bus tracking system
 - Computer automated dispatch
 - Automated vehicle location system
 - Automatic voice annunciators
 - Automated passenger counting systems

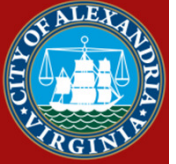


Project 2: Broadband Link for Transportation Security Administration Site

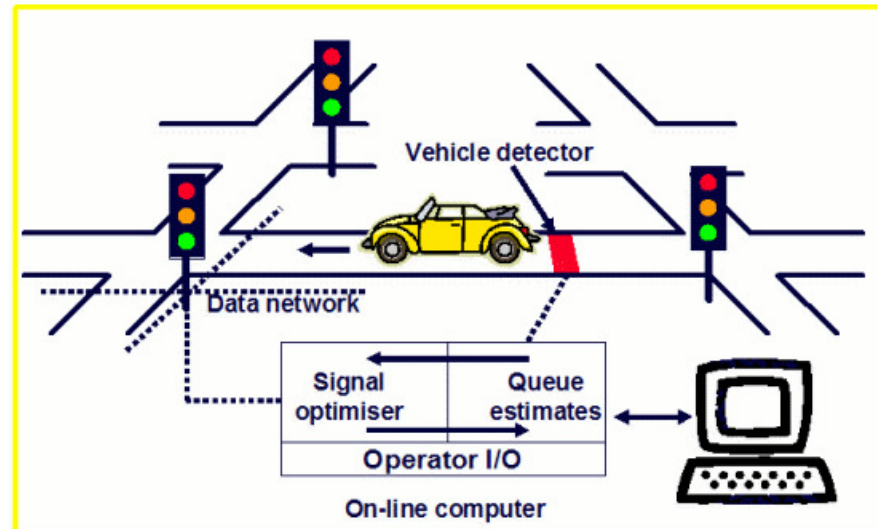


- \$1,000,000:
 - Installation of communications conduit and fiber optic cable between Van Dorn Street and Clermont Avenue
 - Traffic cameras at key locations along Eisenhower Avenue
 - Communications network to connect the new and existing traffic signals

Project 3: Traffic Adaptive Signal Control



- \$7,000,000:
 - Reduce congestion by optimizing traffic signal operation
 - Hardware and software for 250 traffic signals
 - Traffic signal controllers
 - Vehicle sensing technology and cameras
 - Mobile device tracking to track global conditions and collect historical trends
 - Adaptive signal control to improve transit operations



Project 4: Old Cameron Run Trail

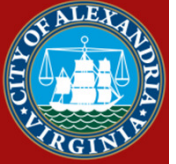
- \$6,000,000:
 - Shared-use path between Eisenhower Avenue near Telegraph Road to on-road bicycle facilities that link to the Mount Vernon Trail
 - Pedestrian and bicycle bridge
 - Fills major gap in the city's trail system



Project 5: Farrington Connector Feasibility Study

- \$500,000:
 - Feasibility analysis for extension of Farrington Avenue in the Eisenhower West
 - Assessment of how this connection would serve future development in Eisenhower West





Next Steps

- Application submittal by September 30, 2015
- VDOT and DRPT to select projects
- Commonwealth Transportation Board final approval by July 2016



TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BALANCE PROJECT FUNDING

Agenda Item #6



TIP BALANCE ALLOCATION RECOMMENDATIONS

- Conservative budgeting for the projected needs of WMATA has resulted in a Transportation Improvement Program (TIP) balance of \$930,000 in the FY 2016 budget
- For projects with immediate FY 2016 budget needs
- HB2 funds for significant roadway, ped/bike bridge, transit projects
- TIP balance allocation proposal:

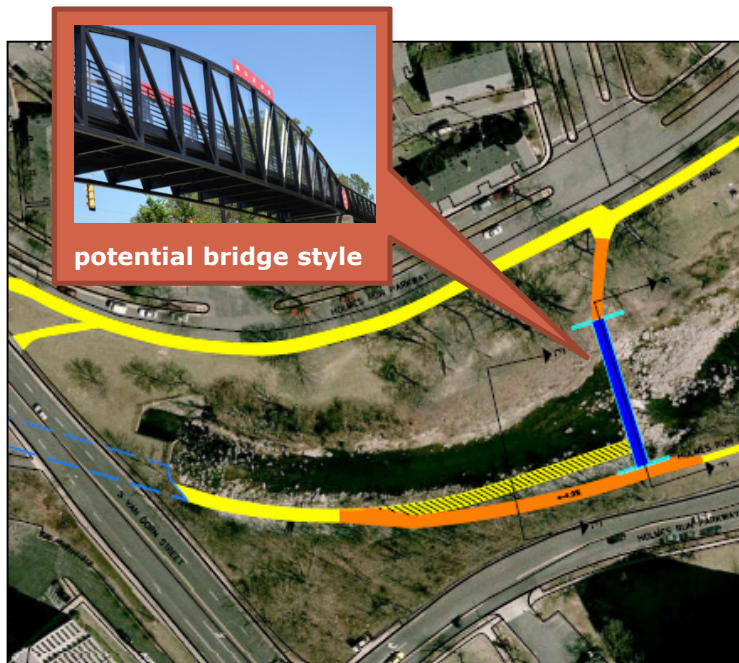
Project	Amount
Sidewalk Capital Maintenance	\$200,000
Holmes Run Greenway	\$500,000
King/Beauregard Intersection Project	\$230,000
	\$930,000






Sidewalk Capital Maintenance Fund

- Sidewalk maintenance must be funded proportionate to street resurfacing
- Backlog of sidewalk maintenance requests
- Sidewalk maintenance a common concern heard during the Update to the Pedestrian and Bicycle Master Plan



Holmes Run Greenway Project



-  existing tunnel
-  existing trail
-  demo existing trail
-  proposed trail
-  proposed pedestrian bridge

- Pedestrian and bicycle bridge
- Trail realignment to connect trail to bridge at the bridge's elevation
- Stream stabilization and enhancements
- Construction estimates are higher than the initial \$4.4 million project financing plan developed based on conceptual design

King Beauregard Intersection Improvement Project

- Phased intersection safety project to include:
 - Additional left turn lane in each direction on King Street at Beauregard Street
 - Pedestrian crossing improvements at intersection, including medians on King Street
 - Shared use path





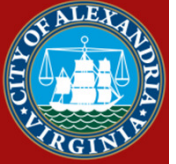
PROPOSED WMATA BUS SERVICE CHANGES Public Hearing

Agenda Item #8



PROPOSED WMATA BUS SERVICE CHANGES

- WMATA analyzes its bus services annually and determines if existing resources can be reallocated to make services more efficient
- This process is called the State of Good Operations (SOGO) process.
- WMATA is currently soliciting input about the bus service changes



PROPOSED WMATA BUS SERVICE CHANGES

- The proposals which may impact Alexandrians are the following:
 - Route 9A (Route 1 and Washington St) - Eliminate
 - Route 10A (Mt. Vernon Ave) - Modify to provide alternative to some 9A patrons
 - Route 10R and Route 10S (Pentagon-Rosslyn) - Eliminate
 - Route 21A and Route 21D (Express Service from SW Alexandria to Pentagon) - Revise service
 - Route 7A, 7H, 7X, and 7Y (Beauregard St.) - Miscellaneous changes



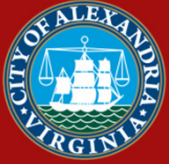
PROPOSED WMATA BUS SERVICE CHANGES

- Additional Potential Service Changes
 - Route 28X (Route 7 and Seminary Rd.)- Revise to accommodate reduction in Department of Defense funds
 - Route 10B (Mt. Vernon Ave.) - More peak hour service
 - Route 29N (Duke St.) - More weekend service
 - Route 5A (Dulles Airport Express) - Eliminate



OLD TOWN AREA PARKING STUDY Public Hearing

Agenda Item #8



Purpose of Reconvening the Work Group

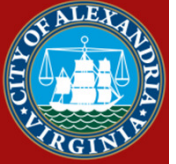
1) Metered parking restrictions

- Review existing restrictions
- Discuss potential changes

2) Old Town residential permit parking

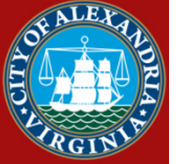
- Review existing permit parking restrictions
- Discuss potential comprehensive changes

3) Prioritize recommendations for Traffic and Parking Board and City Council

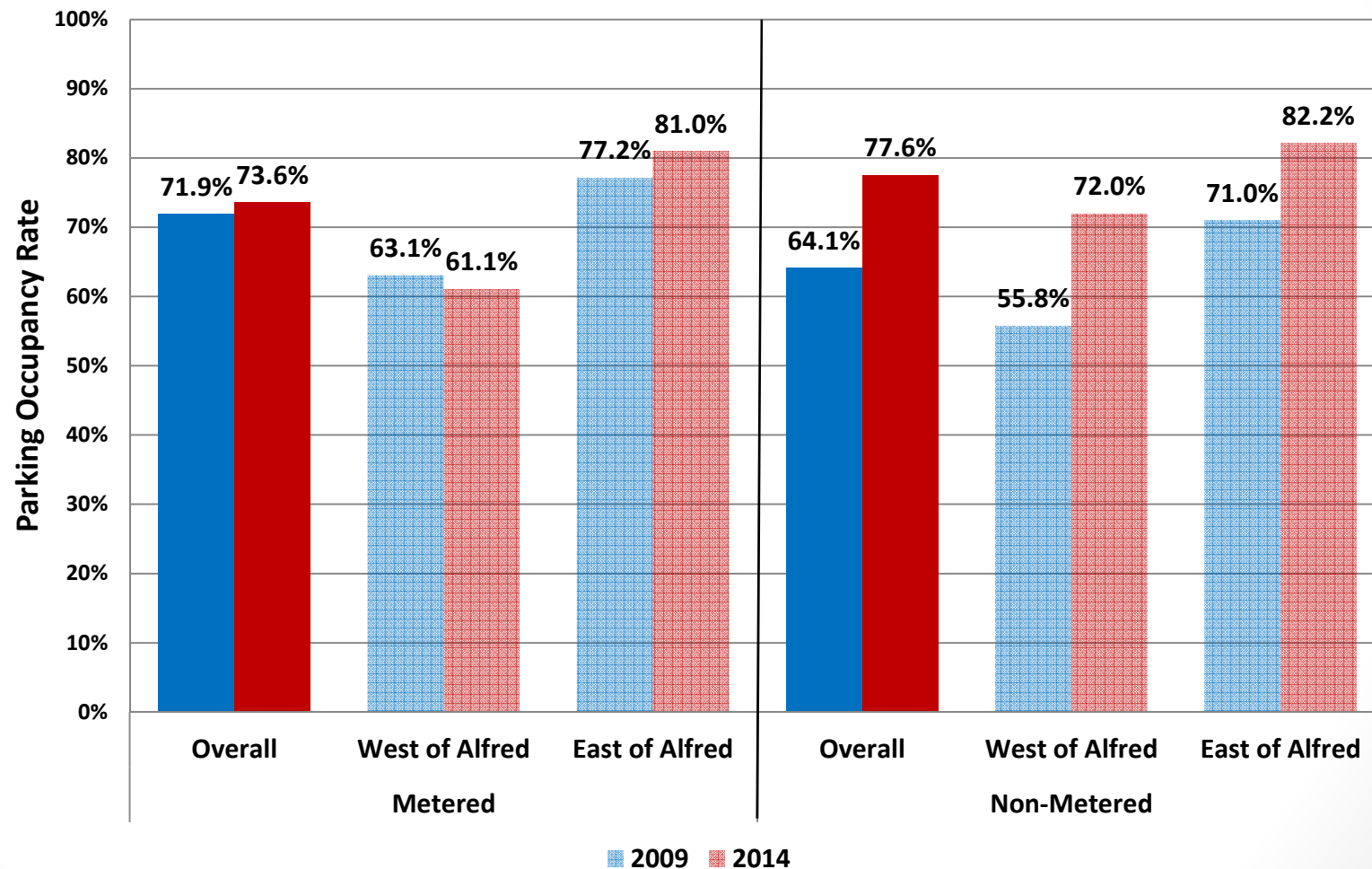


What's Happened Since 2010 Study?

- Launched a mobile parking application (Pango) in Alexandria, which has over 11,000 registered users
- Increased enforcement
- Installed over 149 multi-space meters
- Increased on-street parking rates to market levels
- Extended parking hours to 9 pm
- Added new meters to unmetered blocks
- Monitored parking occupancy for on-street and off-street facilities
- Pending Recommendation
 - Implement the City-wide 12 Hour Handicapped Parking Permit Program

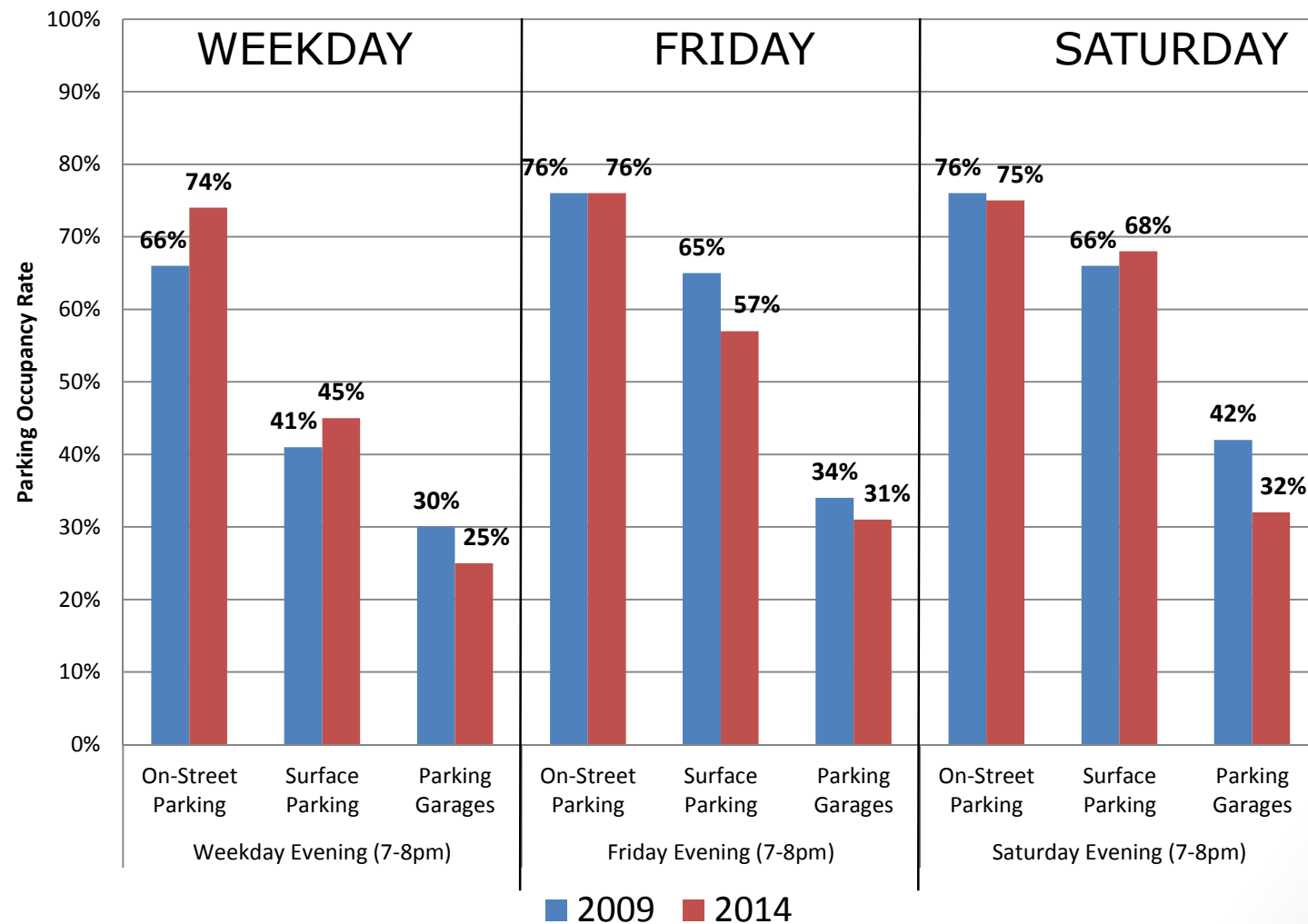


Comparison of Metered v. Non-Metered Weekday Evening Occupancy, 2009-2014



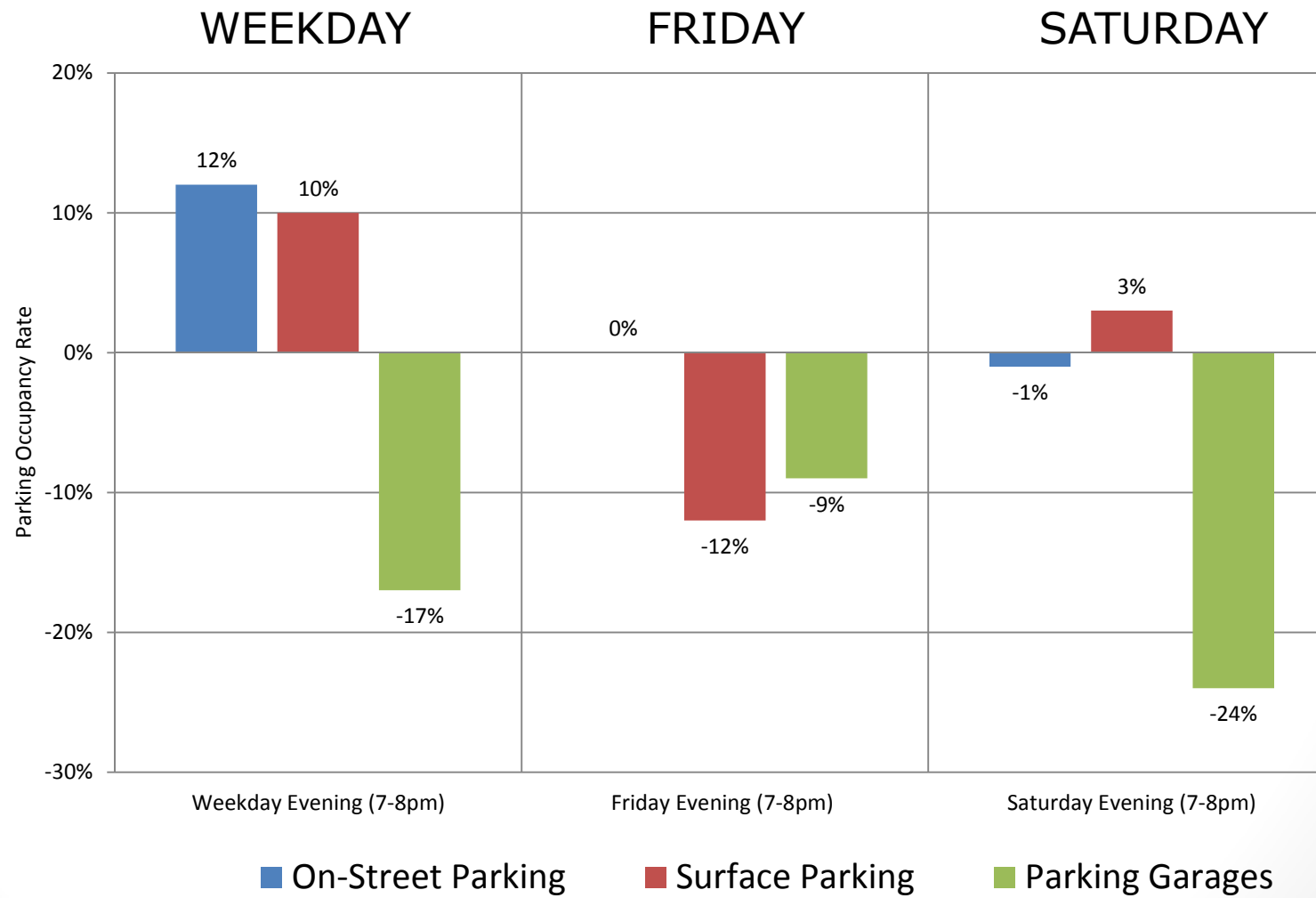


Comparison of Parking Occupancy Rates, 2009-2014

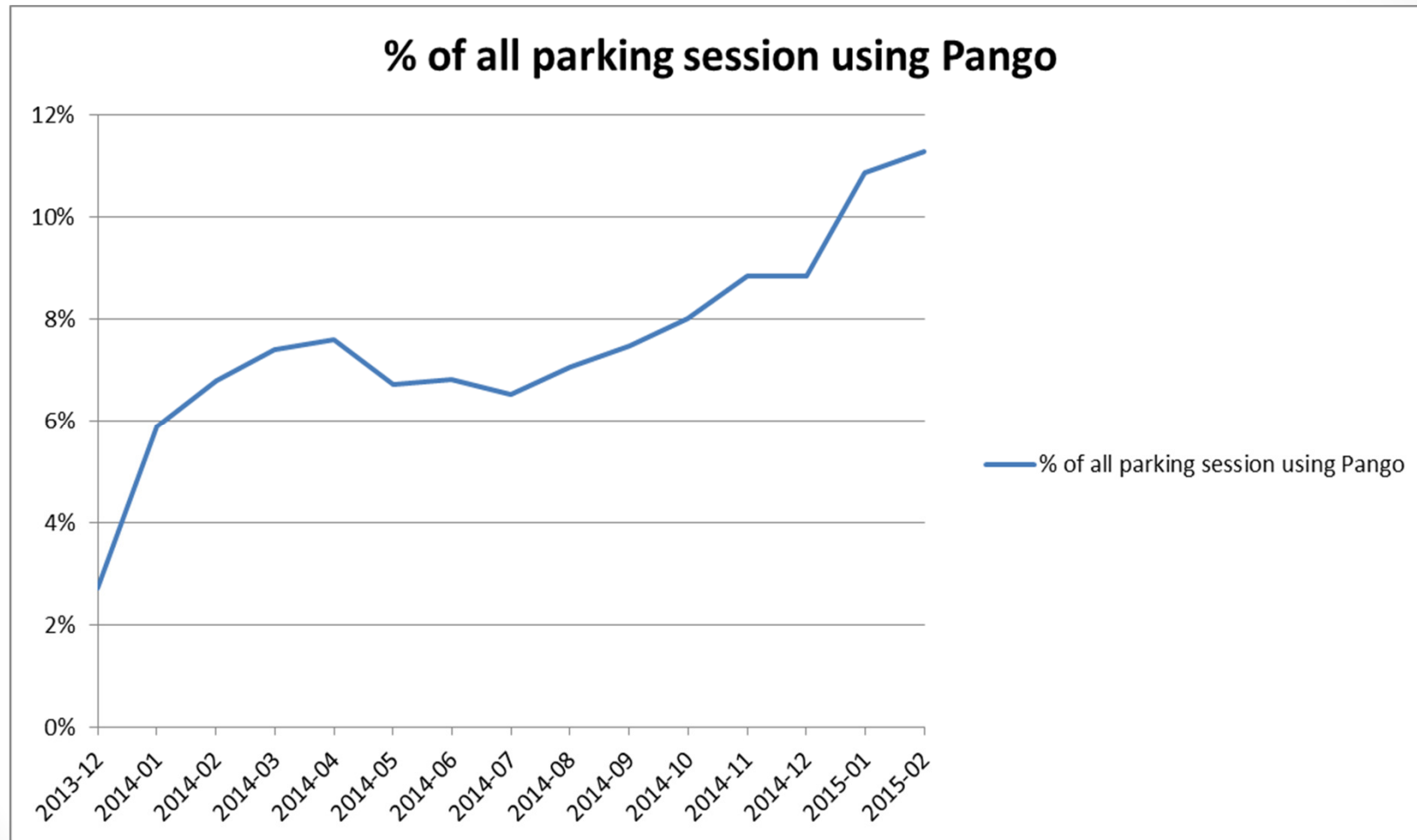




Parking Occupancy Levels – Percent Change 2009-2014



Pango Adoption Rate





Parking Spaces Provided by Approved Waterfront Development Since 2012

Development	Proposal	Parking Provided
Carr Waterfront Hotel	<ul style="list-style-type: none">• 120 hotel rooms• 120 seat restaurant (80 indoor / 40 outdoor)• 24 seat meeting room	<ul style="list-style-type: none">• 69 spaces in underground garage• Entire garage valet operated• Spaces available for hotel + restaurant guests
Robinson Terminal South	<ul style="list-style-type: none">• 26 townhouses• 66 multifamily units• 251 seat restaurant• 5301 sf of retail	<ul style="list-style-type: none">• 242 spaces in individual townhouse garages and underground garages• Commercial portion of the garage will be valet operated
Old Dominion Boat Club	<ul style="list-style-type: none">• 15,000 sf boat club	<ul style="list-style-type: none">• 45 tandem spaces available for ODBC members only

What We Heard

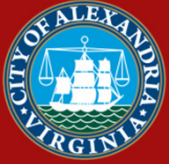
- Concern about spillover parking in residential areas
- Concern about insufficient parking with waterfront development
- Concern about insufficient wayfinding
- Concern about garage pricing too high

Tool 2 on OTAPS WG Recommendations:
End Time for Meters

1. End meter times for meters <u>east</u> of Alfred Street at 7pm	5
2. Allow 3 hour parking at meters <u>east</u> of Alfred Street from 6-9pm	4
3. No Change	1
4. Other	

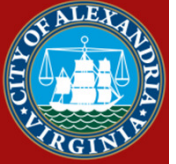
SMART OTAPS WORK GROUP RECOMMENDATIONS

Recommendation	Recommendation Number	Recommendation Description	Recommendation Status	Recommendation Owner	Recommendation Due Date	Recommendation Progress
1. End meter times for meters <u>east</u> of Alfred Street at 7pm	5	End meter times for meters east of Alfred Street at 7pm	Completed	OTAPS WG	7/1/2023	100%
2. Allow 3 hour parking at meters <u>east</u> of Alfred Street from 6-9pm	4	Allow 3 hour parking at meters east of Alfred Street from 6-9pm	In Progress	OTAPS WG	9/1/2023	75%
3. No Change	1	No Change	Completed	OTAPS WG	7/1/2023	100%
4. Other						



Response to Concerns and Work Group Activities

- Determined goals for parking management
- Considered data and examples of best practices locally and nationally
- Reviewed parking management tools
- Conducted polling/public comment on tools
- Approved list of recommendations
- Priority on wayfinding, enforcement, employee parking, garage pricing



Parking Management Approach

Parking Garages & Surface Lots

- Long-term parking

Metered Parking

- Short-term visitors

Non-Metered Parking

- Residents and Guests

Wayfinding

- Provide and promote **digital wayfinding** with parking garage info
- Add more parking **wayfinding signage**
- Explore adding appropriate **real-time info** for garage signs





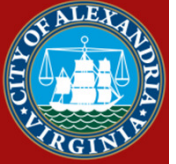
Enforcement

- Increase funding to modernize citation/enforcement equipment
 - Waiting for RFP to be released
- Increase funding to support additional PEOs
 - Approved for 5 PEOs over-hires
- Reinstate the adjudication process
 - Will need to coordinate with Treasury Dept.



Employee Parking

- Provide more off-street parking options for City employees on the waitlist by increasing the number of monthly garage spaces in City garages or applying the City's garage subsidy to private garages
- Direct staff to help facilitate coordination with private garage owners for garage spaces and promoting transit programs for private employers



Garage/Surface Lot Pricing & Payment

- Adjust the pricing of the City garages and surface lots to be less than the cost of parking at a meter
- Reduce the rates at City garage and surface lots on weekends and evenings
- Make City owned surface lots available for long term parking and coordinate the hours of operation with the meters hours
- Coordinate operations, maintenance, and policies of facilities between City departments.



Next Steps/Upcoming Meetings

- Traffic and Parking Board, September 28, 2015
- City Council, October 27, 2015
- FY 2017 Budget Process, Fall 2015 - Spring 2016



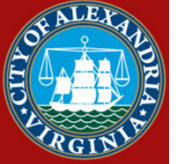
Questions?



OAKVILLE TRIANGLE/ROUTE 1 CORRIDOR PLAN Public Hearing

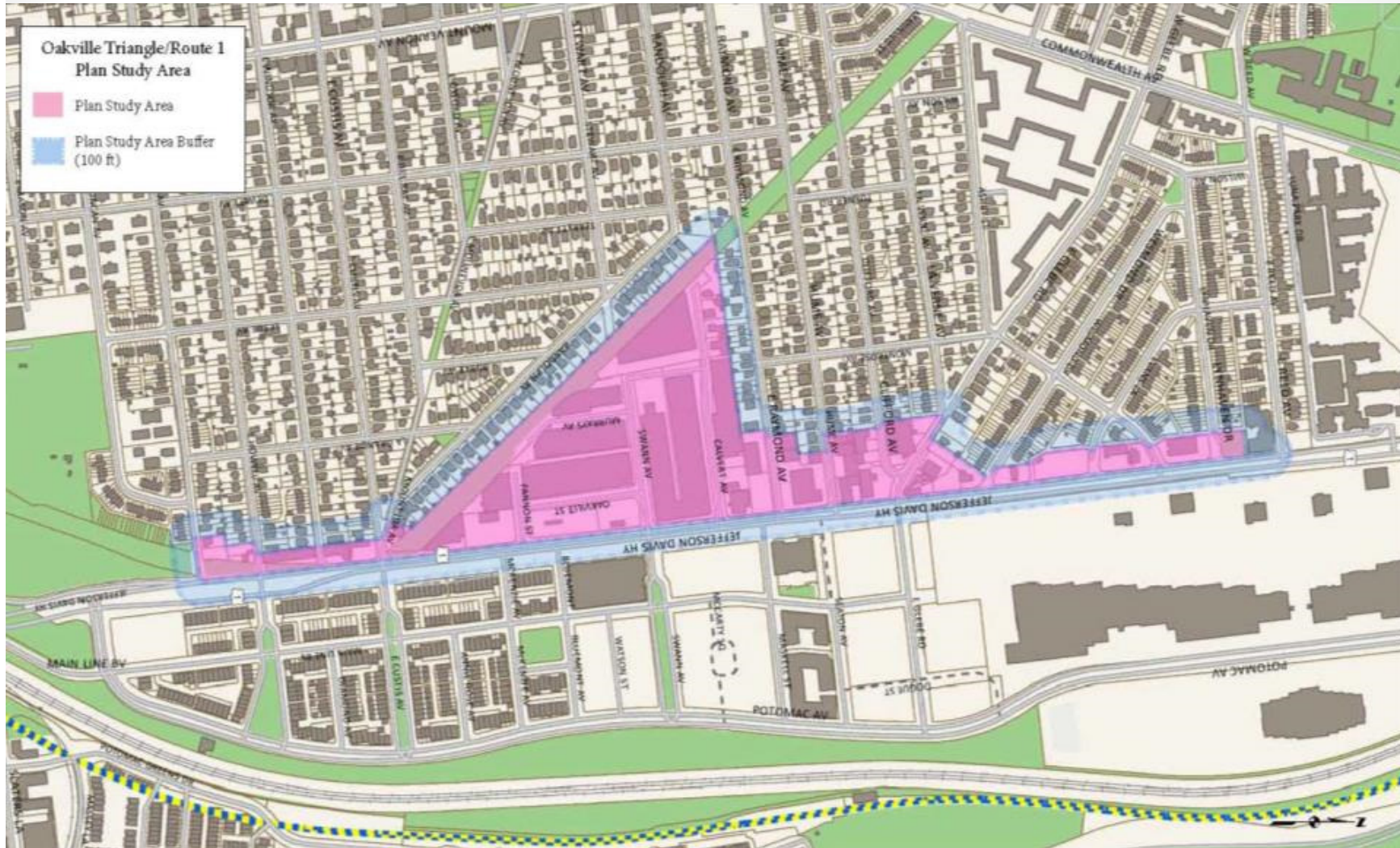
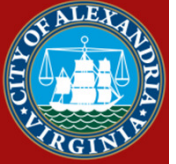
Agenda Item #9

Background



- Council Strategic Plan:
 - Goal 1: *Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy*
 - Goal 3: *A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians*
- Transportation Master Plan

Planning Area

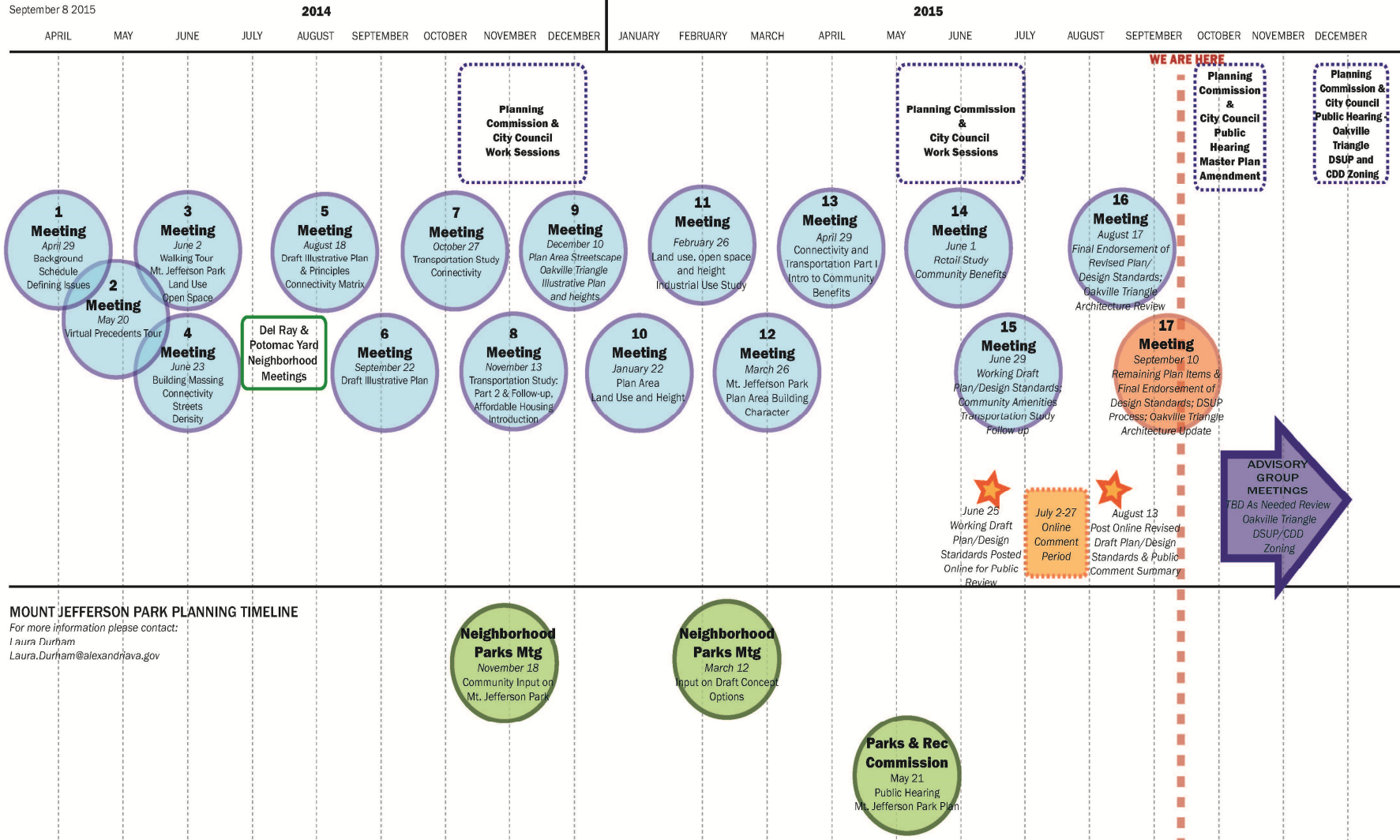


Planning Process



OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM

WORKING DRAFT
September 8 2015



MOUNT JEFFERSON PARK PLANNING TIMELINE

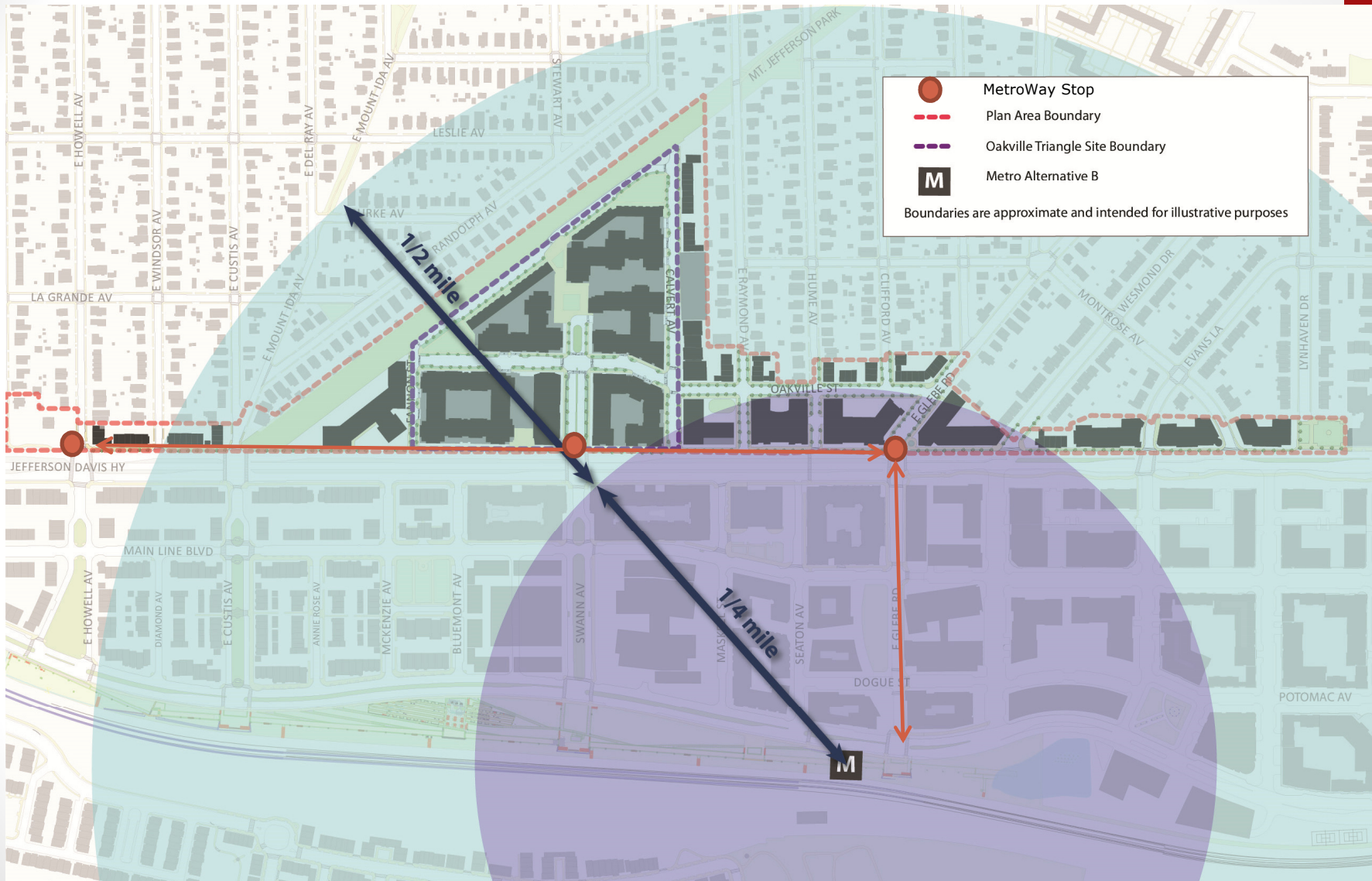
For more information please contact:
Laura Durham
Laura.Durham@alexandriava.gov

For more information on Oakville Triangle and Route 1 Planning Process please contact Carrie Beach at Carrie.Beach@alexandriava.gov

PLAN PRINCIPLES

- COMPATIBILITY WITH EXISTING NEIGHBORHOODS
- MOUNT JEFFERSON PARK ENHANCEMENT
- IMPROVED AND EXPANDED OPEN SPACES
- URBAN FORM AND DESIGN EXCELLENCE
- DEVELOPMENT NEAR TRANSIT
- TRANSPORTATION OPTIONS
- MIX OF USES, RETAIL AND MAKER SPACES
- DIVERSITY OF HOUSING OPTIONS







Future Development Assumptions (Partial Buildout – 2021)

- Development:
 - **1.5M SF (Oakville)**
 - **360,000 SF (Rest of plan area)**
- Background Development:
 - **Approximately 4.3M SF**
- Potomac Yard Metrorail station
- Enhanced bicycle and pedestrian network



Future Development Assumptions (Full Buildout – 2027)

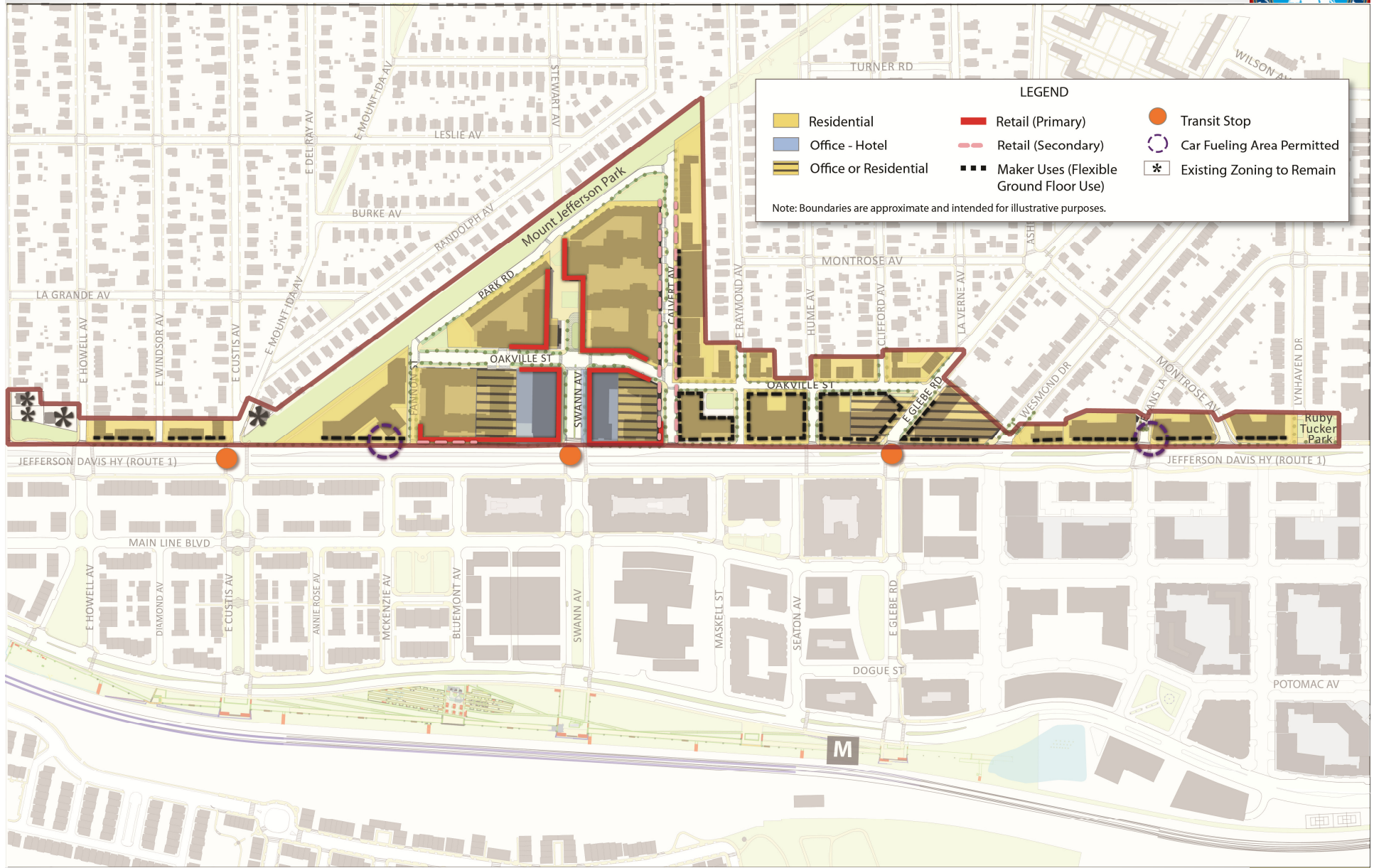
- Development:
 - **1.5M SF (Oakville)**
 - **Approx. 1M SF (Rest of plan area)**
- Background Development:
 - **Approximately 7.3M SF**
- Potomac Yard Metrorail station
- Enhanced bicycle and pedestrian network

Illustrative plan

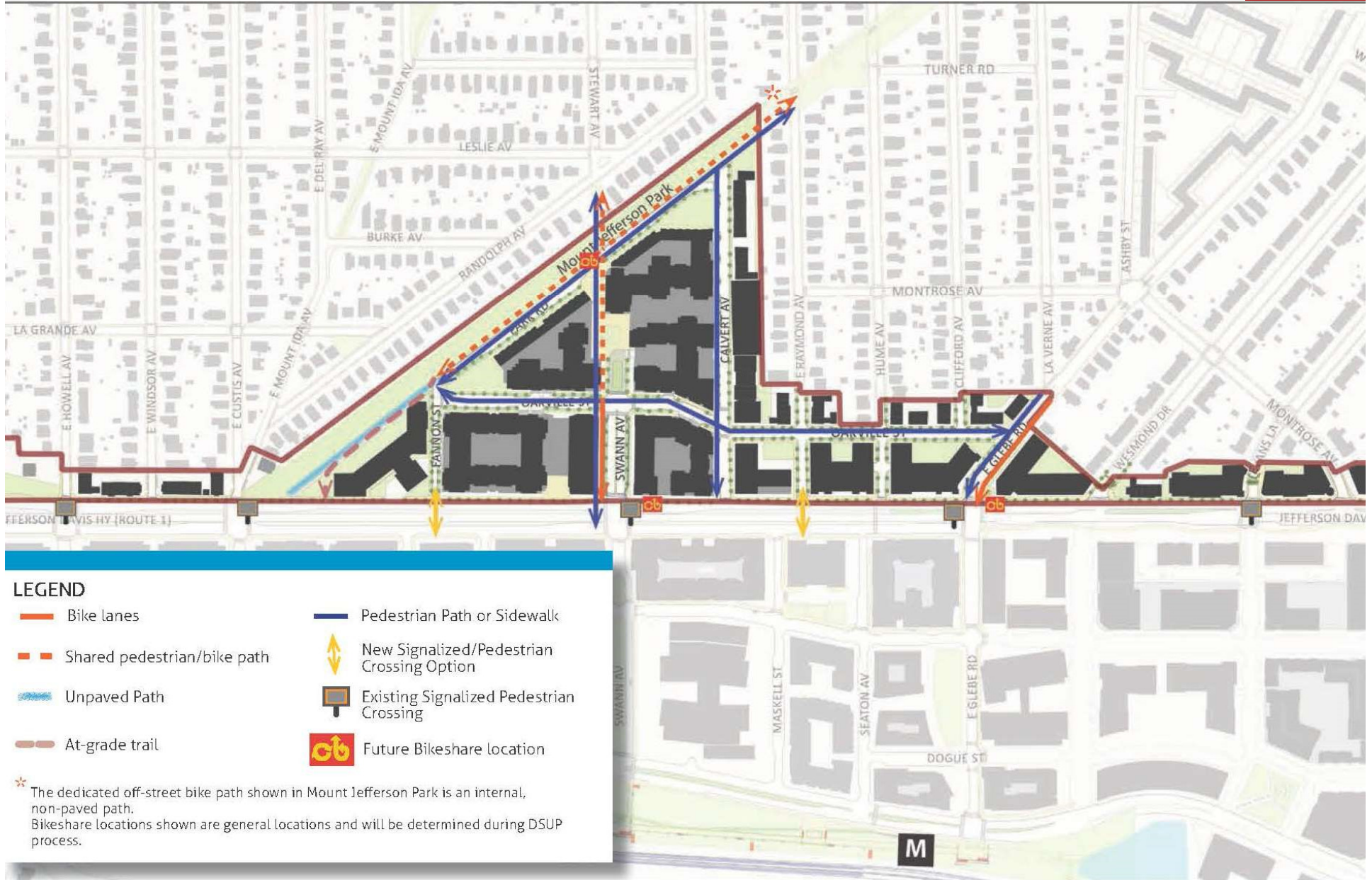


Transportation Commission, September 16, 2015

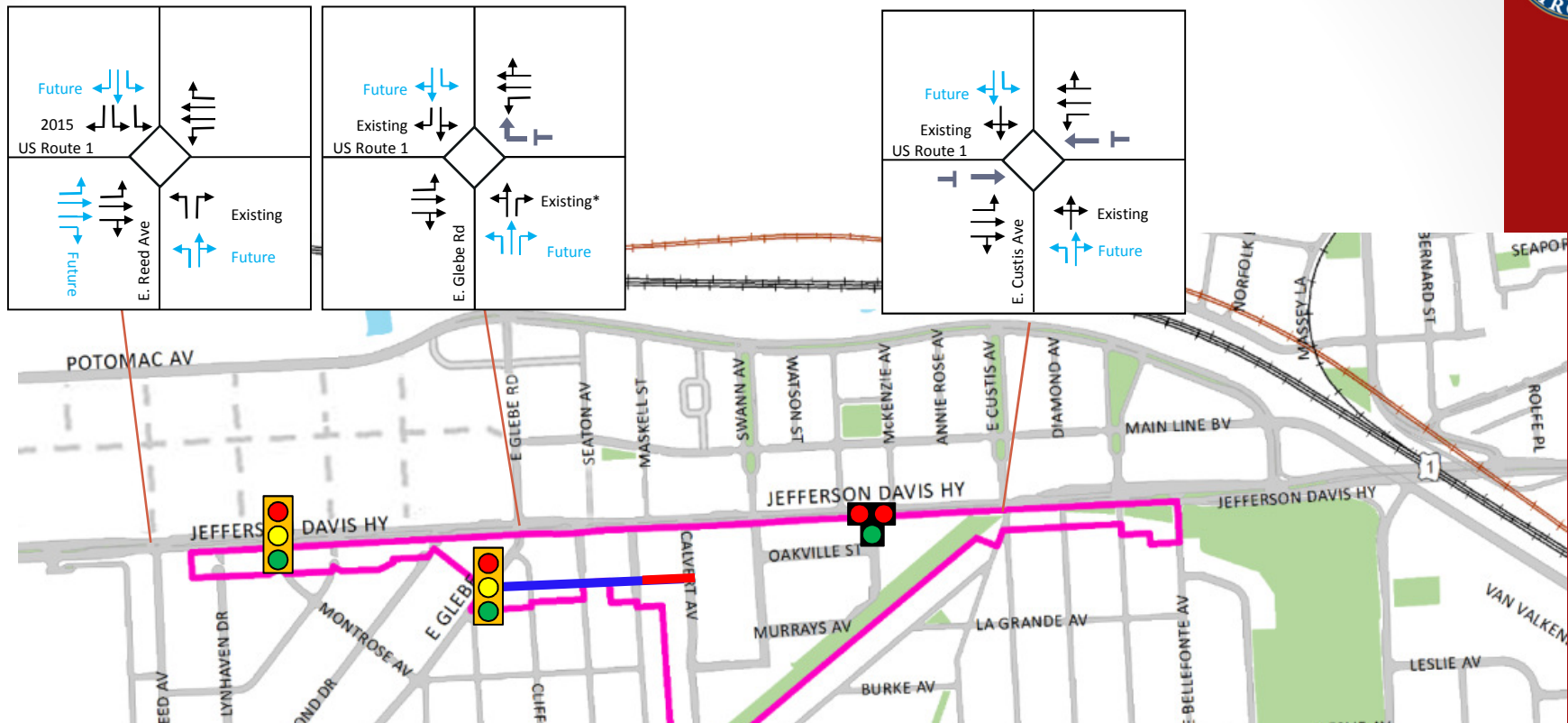
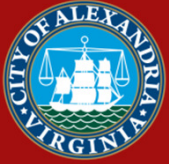
Land Use











Bike and Pedestrian Circulation

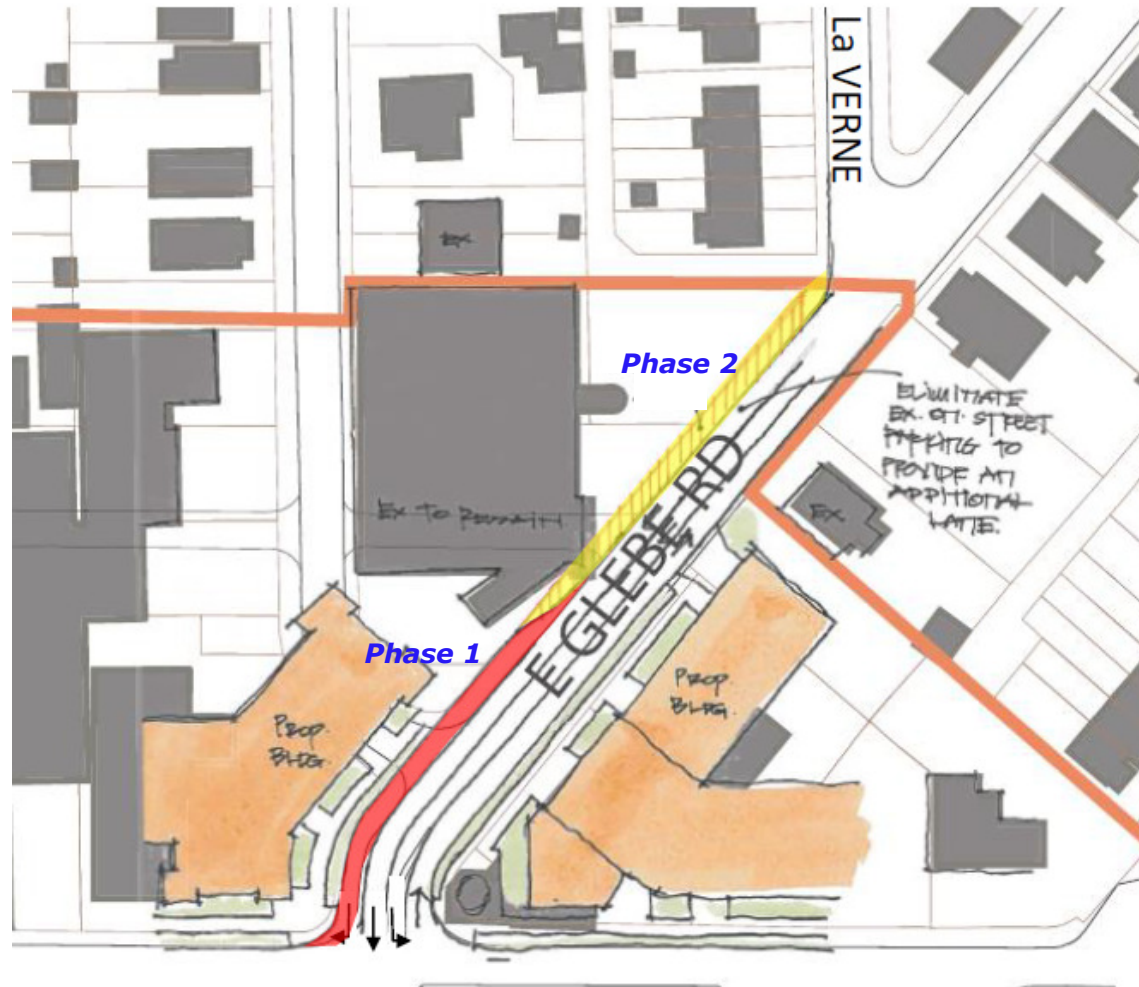


Proposed Transportation Mitigation

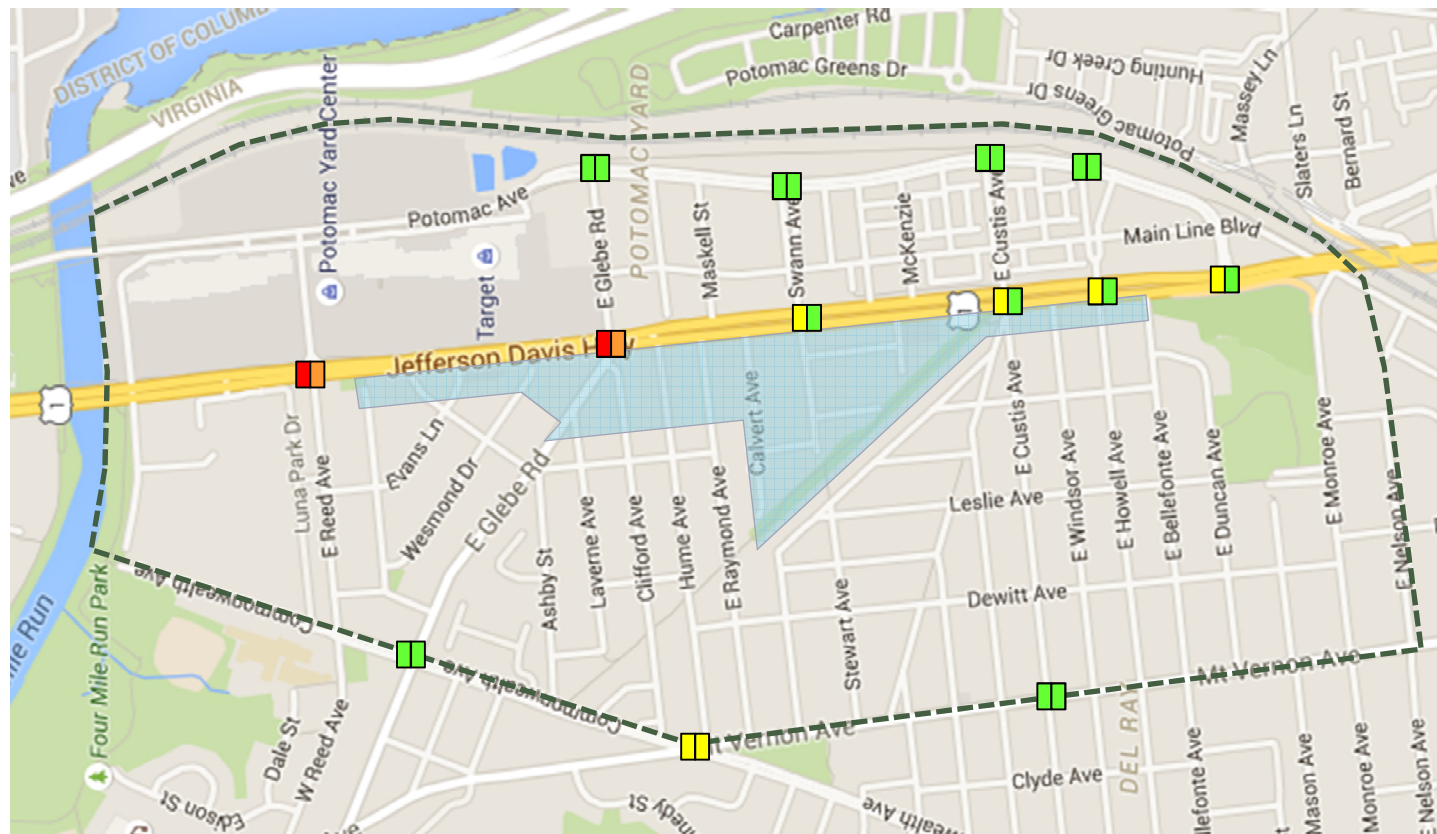


-  1. Lane configuration changes at Reed, Glebe, and Custis with Route 1
-  2. Traffic signal at Montrose
-  3. North-South Road from Calvert to Raymond
-  4. North-South Road from Raymond to Glebe, traffic signal at Glebe
-  5. Pedestrian traffic signal at Fannon
-  6. Route 1 traffic signal cycle length increase from 140 seconds to 160 seconds
-  7. Route 1 traffic signal timing adjustments to improve north-south flow
-  8. Transit Signal Priority

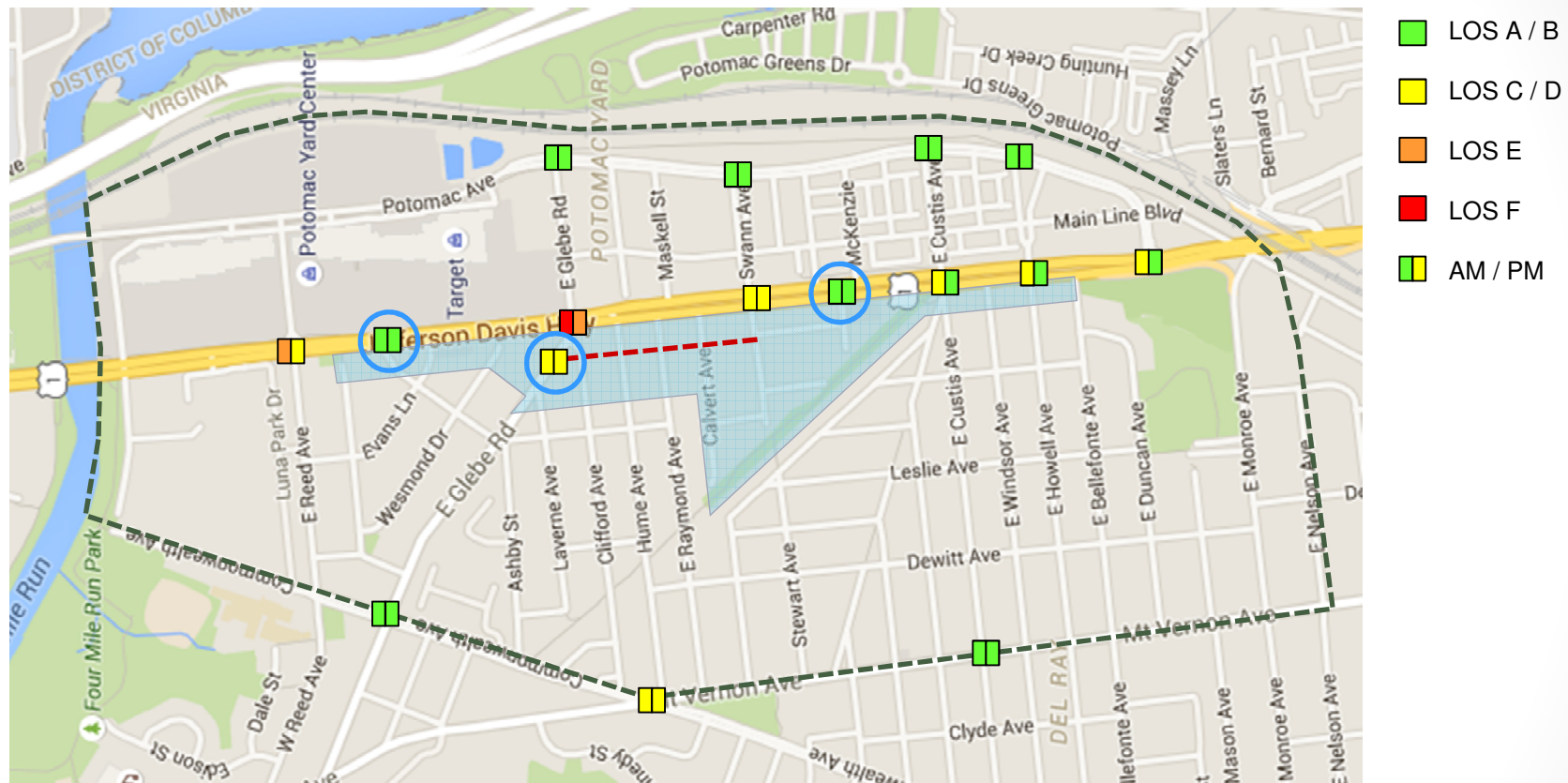
Route 1 at E. Glebe Improvements



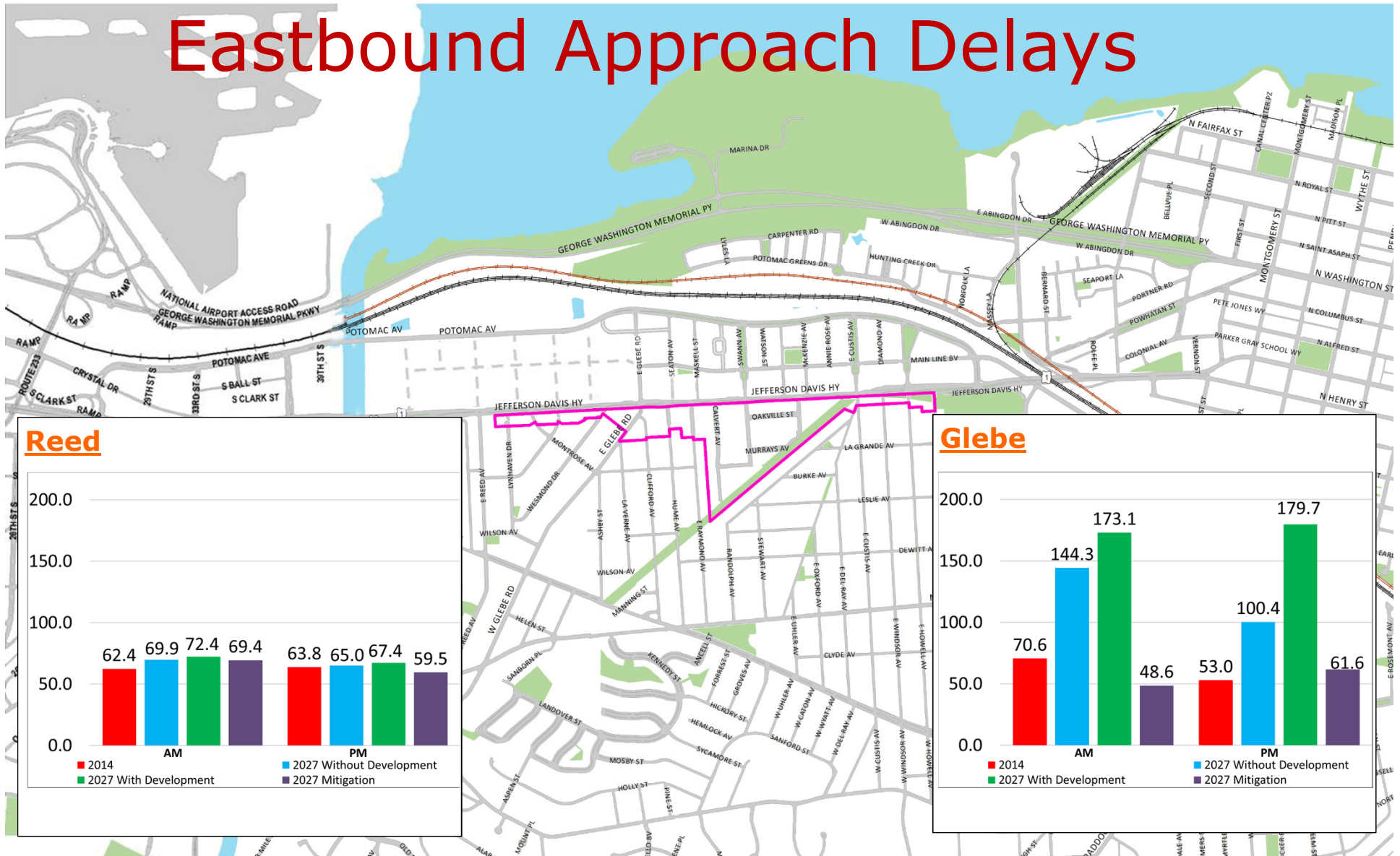
Transportation Analysis 2027 Without Development



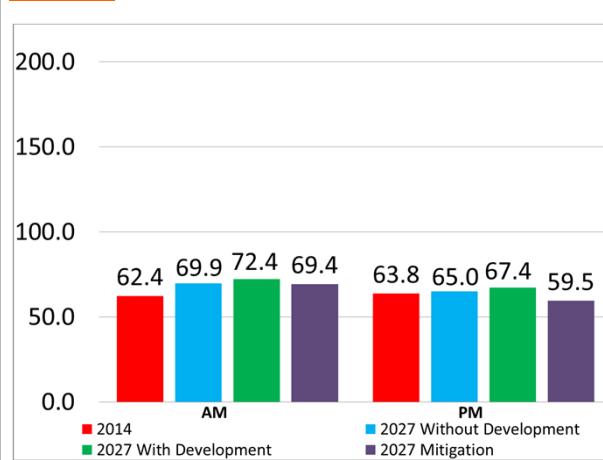
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- LOS C / D
- LOS E
- LOS F
- AM / PM



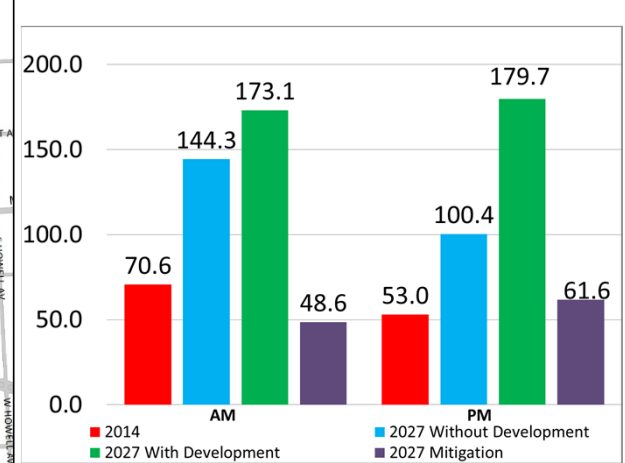
Eastbound Approach Delays



Reed



Glebe



Legend (measured by time in seconds per vehicle):

2014 AM/PM Eastbound Approach Peak Hour Vehicle Delays

2027 Without Development AM/PM Eastbound Approach Peak Hour Vehicle Delays

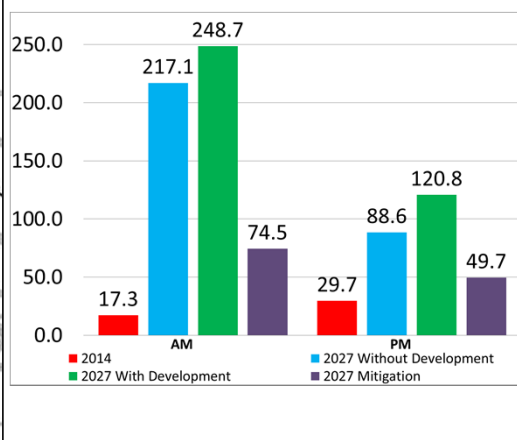
2027 With Development AM/PM Eastbound Approach Peak Hour Vehicle Delays

2027 Mitigation AM/PM Eastbound Approach Peak Hour Vehicle Delays

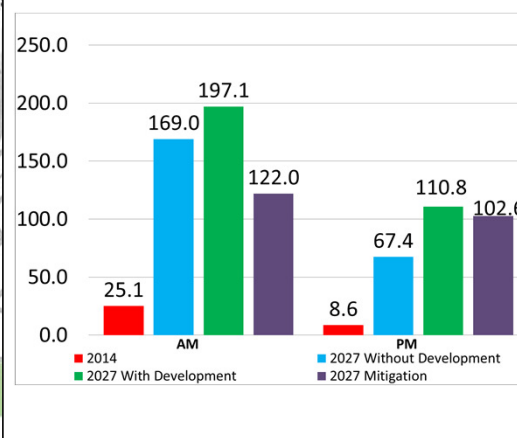
Prepared 6/25/2015
4:00 PM

Northbound and Southbound Route 1 Through Movement Delays

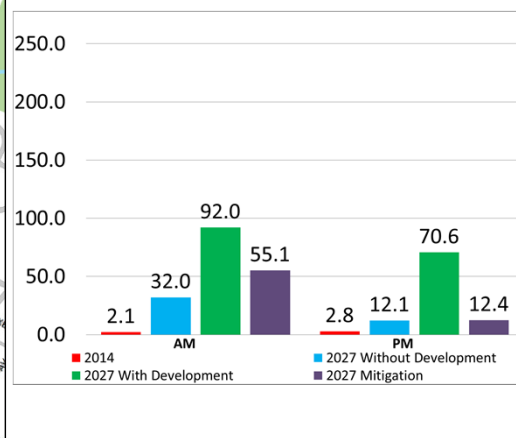
Reed



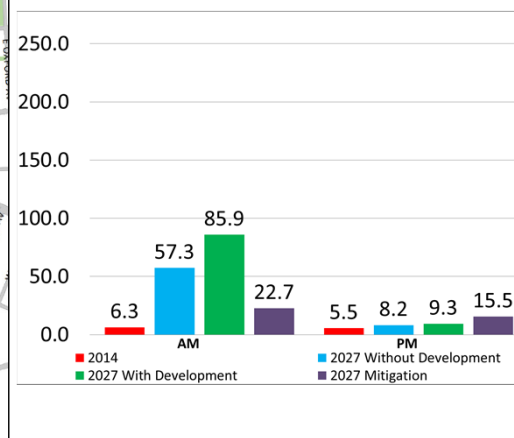
Glebe



Swann



Custis



Legend (measured by time in seconds per vehicle):

2014 AM Northbound/PM Southbound Peak Hour Vehicle Delays

2027 Without Development AM Northbound/PM Southbound Peak Hour Vehicle Delays

2027 With Development AM Northbound/PM Southbound Peak Hour Vehicle Delays

2027 Mitigation AM Northbound/PM Southbound Peak Hour Vehicle Delays

Prepared 6/25/2015
4:00 PM

Phasing of Transportation Improvements



Phase I

- Signal modifications (Rt 1/Reed, Rt 1/Glebe)
- Lane modifications (Rt 1/Swann)
- New signal at Rt 1 / Montrose
- Improvements on Montrose and at Glebe/Montrose/Ashby

Phase II

- E. Glebe/ Rte. 1 Phase I (*Rt 1 to NS Road*)
- Pedestrian crossing between Custis and Glebe

Phase III

- Lane modifications on Custis at Route 1
- E. Glebe/Rte. 1 Phase II (*NS Road to La Verne*)

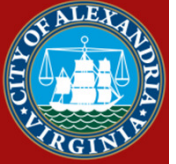


For illustrative purposes only



Plan Implementation

- Identified Funding Sources
 - Redevelopment Conditions
 - Developer Contributions
 - Net New Tax Revenue
- Timing/sequencing
 - Short term - Developer contributions and redevelopment conditions
 - Mid-Long term – Net new tax revenue and redevelopment contributions

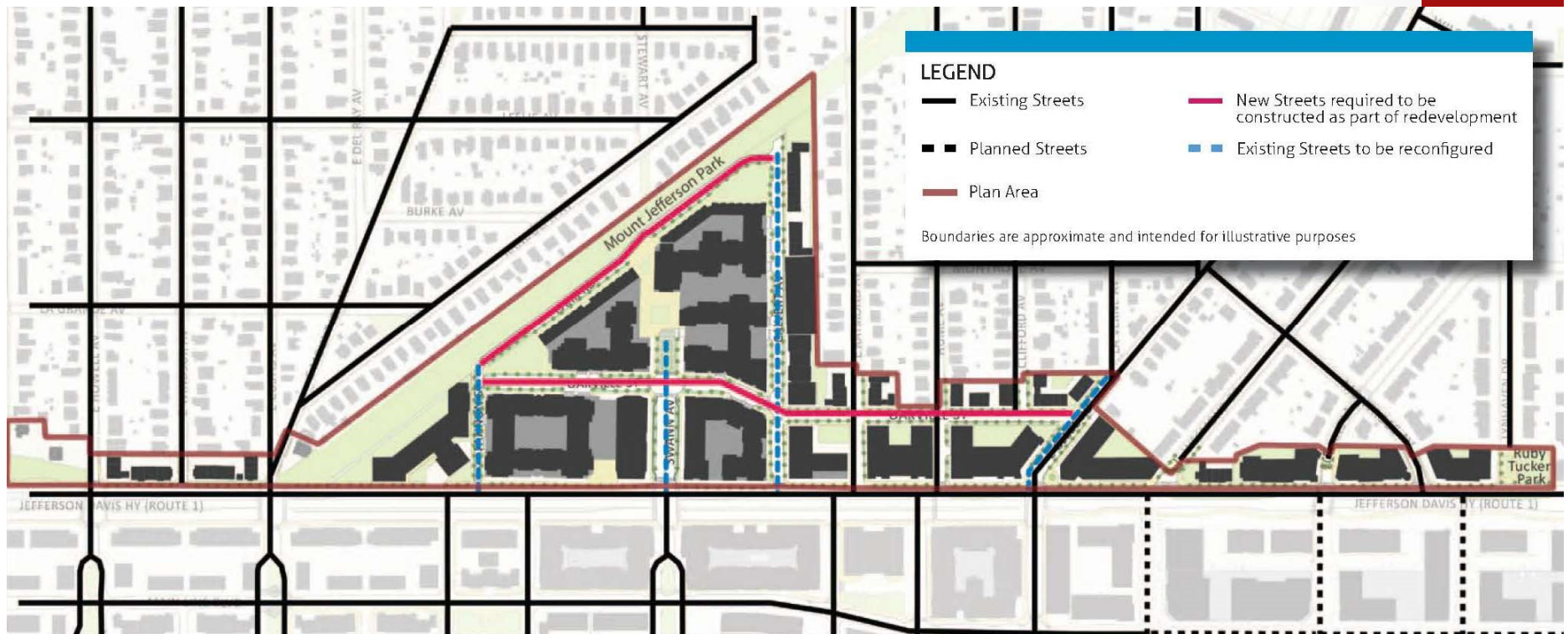


Commission Charge

- The Transportation Commission is created to advocate and promote development of balanced transportation systems for the City through **oversight of the implementation of the transportation element of the City's Master Plan.**

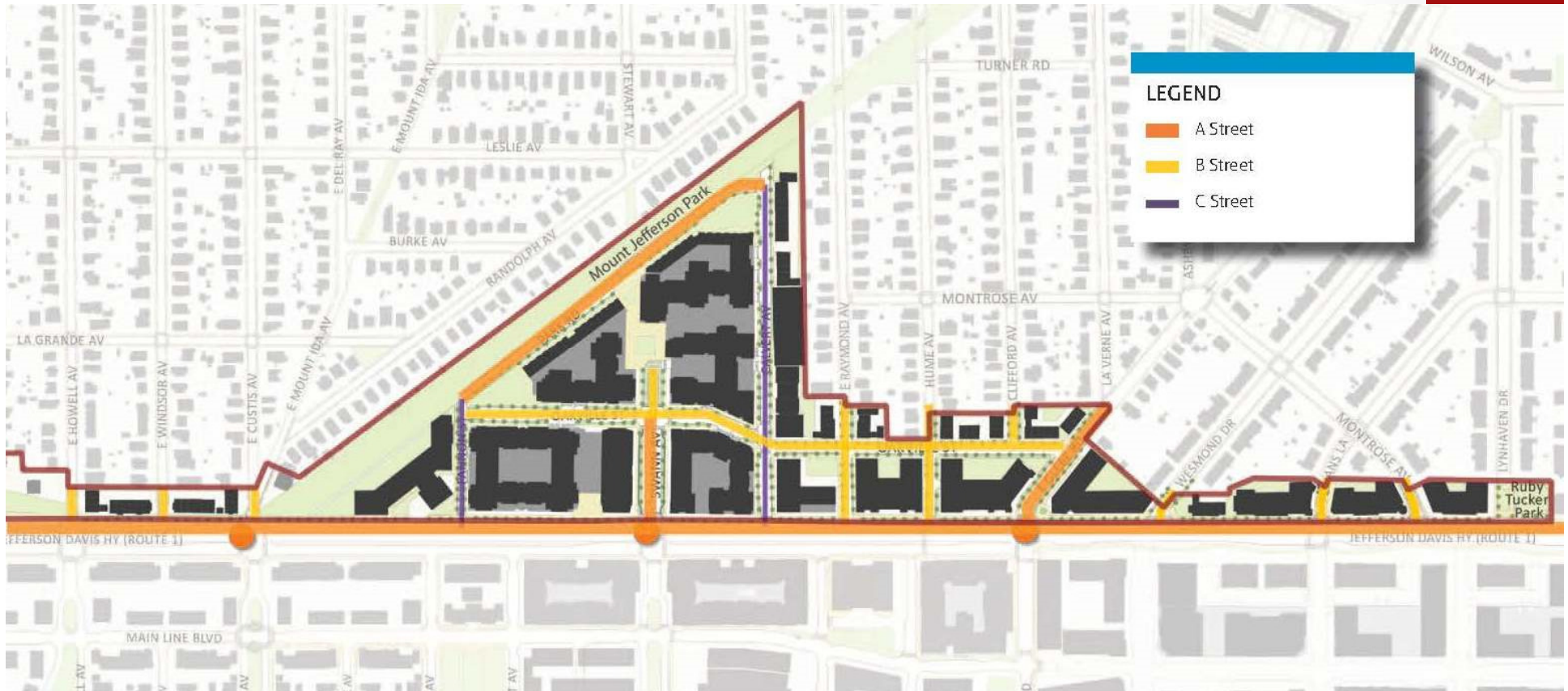


Framework Streets

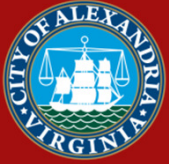




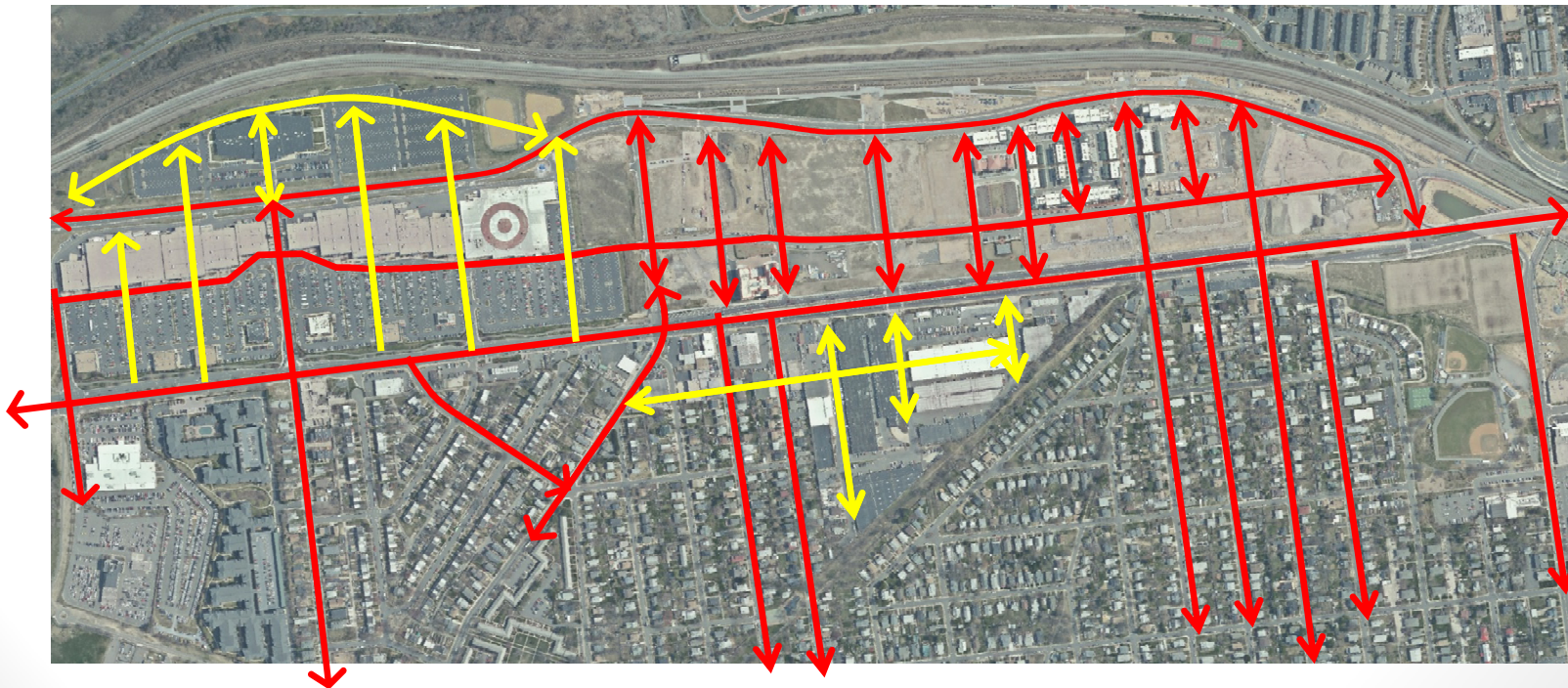
Street Hierarchy



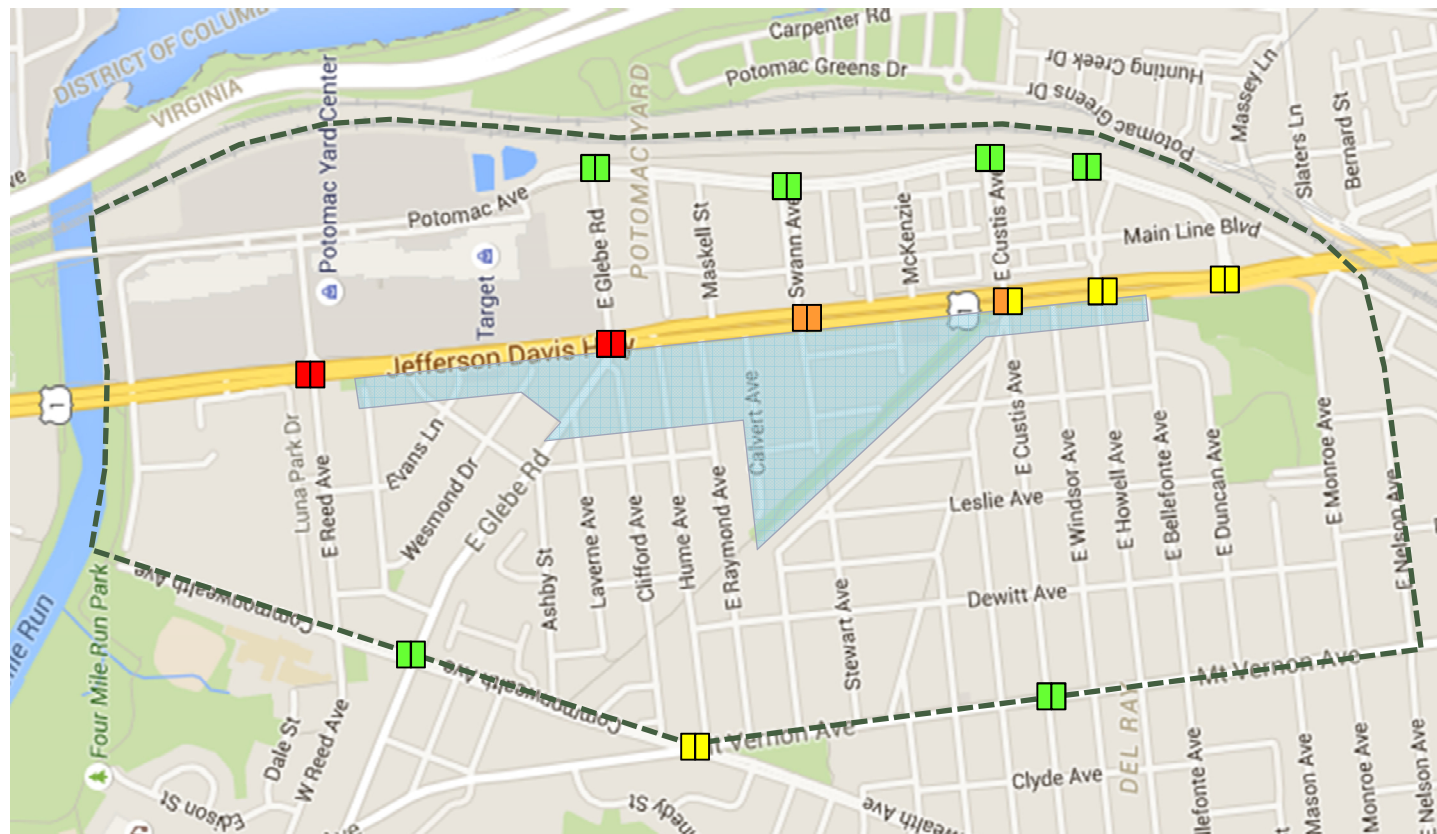
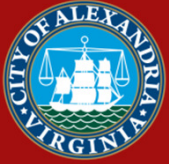
Transportation Infrastructure: Existing vs. Future



- Local bus service
- Dedicated Transitway with enhanced bus service
- Limited connectivity west of Route 1
- Incomplete bicycle and pedestrian network
- Metro Station
- Enhanced bicycle and pedestrian network (on and off street)
- Additional connectivity

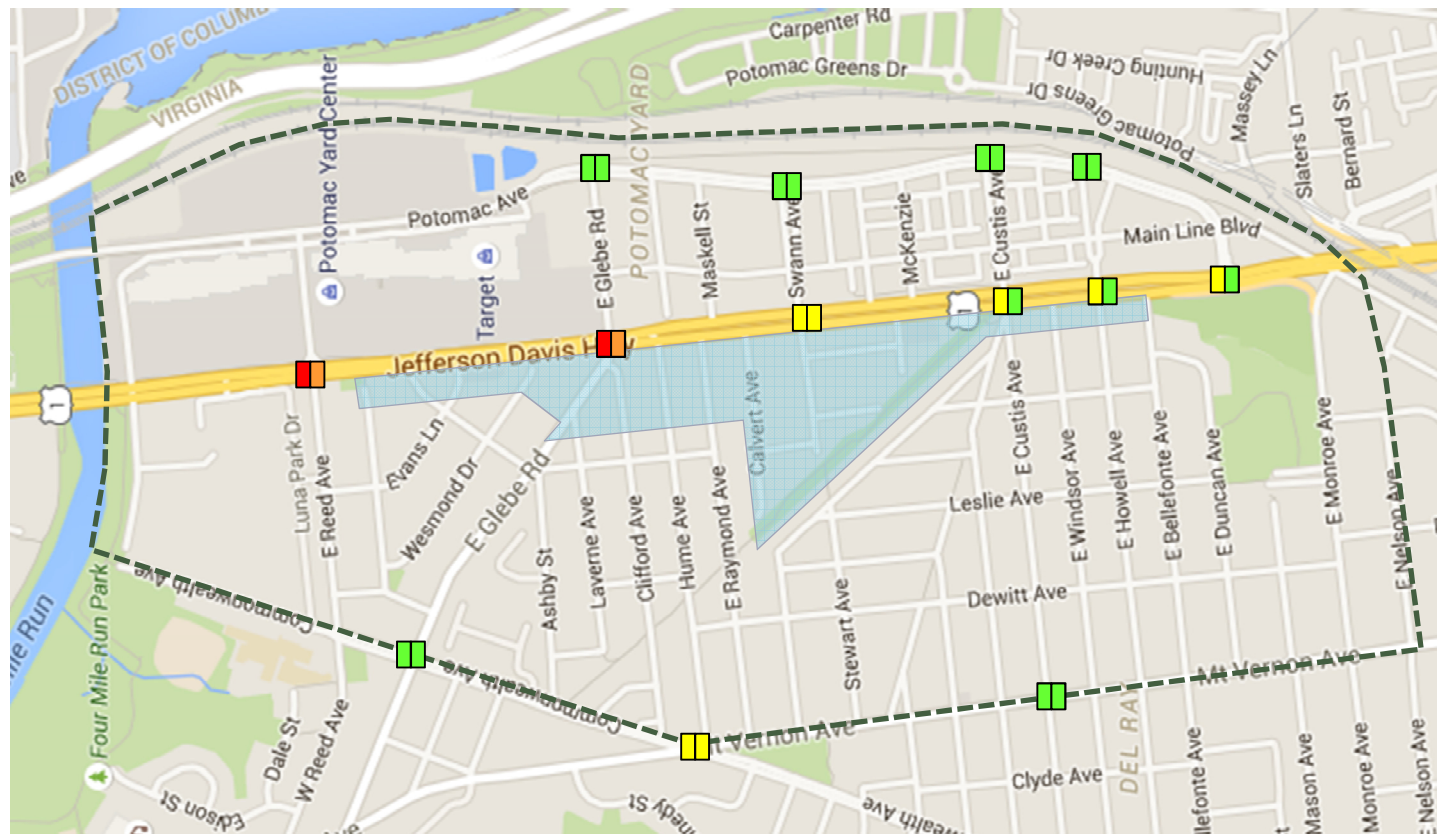


Transportation Analysis 2027 With Development



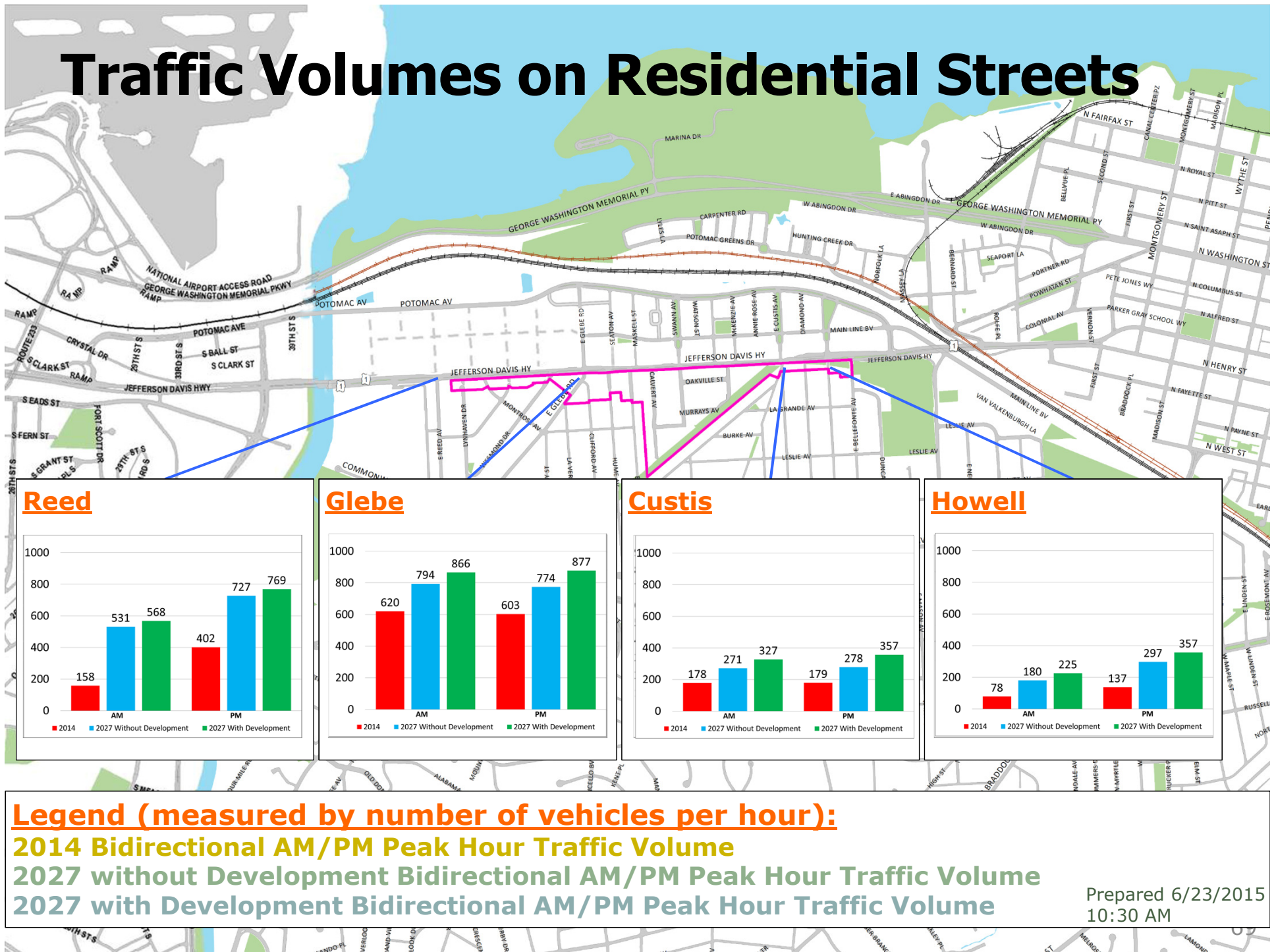
- LOS A / B
- LOS C / D
- LOS E
- LOS F
- AM / PM

Transportation Analysis 2027 With Development / Mitigation



- LOS A / B
- LOS C / D
- LOS E
- LOS F
- AM / PM

Traffic Volumes on Residential Streets



Prepared 6/23/2015
10:30 AM



NVTA CALL FOR 70% REGIONAL PROJECTS Public Hearing

Agenda Item #10



NVTA CALL FOR 70% REGIONAL PROJECTS

- NVTA receives funds from three taxes
- 30% of the funds are returned directly to jurisdictions for local projects
- 70% of the funds are used to fund regional projects which reduce congestion
- NVTA will request a set of projects funded by 70% funds in the Fall of 2015



NVTA CALL FOR 70% REGIONAL PROJECTS

- The City developed a program for using these funds in 2014
- Request consistent with 2014 program, with exception to re-allocation of funds across fiscal years for West End Transitway to match pace of development
- City FY 2017 Requests:
 - Potomac Yard Metro: \$66 million
 - West End Transitway: \$7 Million